

SECTION 9.
Transcription of Voice Recording(s)



Federal Aviation Administration

Memorandum

Date: September 23, 2014

To: Aircraft Accident File ZOB-ARTCC-0309

From: Cleveland Air Route Traffic Control Center

Subject: **INFORMATION:** Partial Transcript
Aircraft Accident, N930RH
Wallops Island, VA, August 30, 2014

This transcription covers the Cleveland Air Route Traffic Control Center (ARTCC) R14 R position for the time period from August 30, 2014, 1532 UTC, to August 30, 2014, 1550 UTC.

Agencies Making Transmissions	Abbreviations
N930RH	N930RH
Cleveland Center, Jackson Sector Radar Controller	R14

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving N930RH.

A handwritten signature in black ink, appearing to read "Timothy Branscum", is written over a black rectangular redaction box.

Timothy Branscum
Staff Support Specialist
Cleveland ARTCC

1532
(1533-1536)

1537
1537:48 N930RH good morning cleveland center cirrus niner three zero
romeo hotel is with you level two one zero

1537:55 R14 november niner three zero romeo hotel cleveland center
roger

1538
(1539-1543)

1544
1544:22 R14 november zero romeo hotel contact the uh cleveland center
one two eight point six two

1544:30 N930RH one two eight decimal six two for zero romeo hotel

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N930RH

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1545
(1546-1549)
1550

End of Transcript



★ ★ ★

1540		
(1541-1543)		
1544		
1545:00	N930RH	good morning cleveland center cirrus niner three zero romeo hotel is with you we're flight level two one zero smooth
1545:06	R02	november niner three romeo hotel cleveland center
1547		
(1548-1559)		
1600		
1600:25	N930RH	cleveland center zero romeo hotel i'd like to descend to uh seventeen thousand if i could
1600:55	N930RH	cleveland center cirrus nine three zero romeo hotel over

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1600:58 R02 uh november nine three zero er romeo hotel go ahead sorry
1601

1601:01 N930RH yes sir could we descend to seventeen thousand please

1601:07 R02 zero romeo hotel descend and maintain one seven thousand
the findlay altimeter three zero zero zero

1601:13 N930RH three zero zero zero down to one seven seventeen thousand
zero romeo hotel

1601:17 R02 november niner three zero romeo hotel contact cleveland
center on one two seven i'm sorry make it one three five
point one

1601:25 N930RH one three five point one for zero romeo hotel
1602
(1603-1608)
1609

1609:03 R02 november niner three zero romeo hotel contact cleveland
center on uh one three four point niner

1609:10 N930RH one thirty four nine for zero romeo hotel
1610
(1611-1614)
1615

End of Transcript



Federal Aviation Administration

Memorandum

Date: September 23, 2014

To: Aircraft Accident File ZOB-ARTCC-0309

From: Cleveland Air Route Traffic Control Center

Subject: **INFORMATION:** Partial Transcript
Aircraft Accident, N930RH
Wallops Island, VA, August 30, 2014

This transcription covers the Cleveland Air Route Traffic Control Center (ARTCC) R08 R position for the time period from August 30, 2014, 0603 UTC, to August 30, 2014, 0614 UTC.

Agencies Making Transmissions

Abbreviations

Cleveland Center, Carleton Sector
Radar Controller

R08

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving N930RH.

A handwritten signature in black ink, appearing to read "Timothy Branscum", is written over a solid black rectangular redaction box.

Timothy Branscum
Staff Support Specialist
Cleveland ARTCC

0603
(0604-0607)

0608

0608:43 R08 november nine three zero romeo hotel contact cleveland
center one three four point niner have a good day

0608:52 R08 november november niner three zero romeo hotel contact
cleveland center one three four point niner

0609
(0610-0613)
0614

End of Transcript



Federal Aviation Administration

Memorandum

Date: October 07, 2014

To: Aircraft Accident File ZOB-ARTCC-0309


From: Cleveland Air Route Traffic Control Center

Subject: INFORMATION: Partial Transcript
Aircraft Accident, N930RH
Wallops Island, VA, August 30, 2014

This transcription covers the Cleveland Air Route Traffic Control Center (ARTCC) R04 R position for the time period from August 30, 2014, 1605 UTC, to August 30, 2014, 1635 UTC.

Agencies Making Transmissions	Abbreviations
N930RH	N930RH
Cleveland Center, Mansfield Sector Radar Controller	R04
Cleveland Center, Mansfield Sector Radar Relief Controller	R04 2
Cleveland Center, Morgantown Sector Radar Controller	R55

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving N930RH.


Timothy Branscum
Staff Support Specialist
Cleveland ARTCC

1605
(1606-1609)

1610
1610:28 N930RH and cleveland center nine three zero romeo hotel checking
on seventeen

1610:33 R04 november niner three zero romeo hotel cleveland center
welcome mansfield altimeter three zero zero seven

1610:39 N930RH point oh seven zero romeo hotel
1611

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N930RH

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(1612-1616)

1617

1617:53 R04 alright sectors are briggs and mansfield everyone's open
around you fifty five is on their own equipment
equipment's on the board weather is no factor airports
they are on uh

1618:07 R04 2 the ground

1618:07 R04 two fours two eight twenty ones at detroit military is not
active traffic new business experimental slow climbing to
twenty three direct charleston and uh he does this so
he's on you at seventeen

1618:23 R04 2 g t

1618:24 R04 z k

1619

1620

1620:05 N930RH and center zero romeo hotel would like to go down to
fifteen thousand

1620:09 R04 november nine three zero romeo hotel roger descend and
maintain one five thousand

1620:18 R04 i'm sorry uh just confirm romeo hotel you wanted one five
thousand

1620:22 N930RH one five thousand for romeo hotel thank you

1620:25 R04 thank you

1621

1621:19 R04 niner three zero romeo hotel contact indy center one two
four point four five

1621:27 N930RH twenty four forty five for zero romeo hotel

1622

(1623-1628)

1629

1629:09 R04 (unintelligible) mansfield briggs

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N930RH

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1629:11 R55 briggs morgantown control for descent zero romeo hotel

1629:14 R04 romeo hotel your control

1629:15 R55 v s

1629:16 R04 g t

1630

(1631-1634)

1635

End of Transcript



Federal Aviation Administration

Memorandum

Date: September 23, 2014

To: Aircraft Accident File ZOB-ARTCC-0309



From: Cleveland Air Route Traffic Control Center

Subject: **INFORMATION:** Partial Transcript
Aircraft Accident, N930RH
Wallops Island, VA, August 30, 2014

This transcription covers the Cleveland Air Route Traffic Control Center (ARTCC) R55 R position for the time period from August 30, 2014, 1623 UTC, to August 30, 2014, 1730 UTC.

Agencies Making Transmissions	Abbreviations
N930RH	N930RH
Cleveland Center, Morgantown Sector Radar Controller	R55
Indianapolis Center, Columbus Sector Controller	I30
Cleveland Center, Mansfield Sector Radar Controller	R04
N19WE	N19WE
Cleveland Center, Morgantown Sector Radar Relief Controller	R55 2
Unknown-1	UNK1
DELTA AIR LINES, INC., DAL1599	DAL1599
Washington Center, Blueridge Sector Controller	W15

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving N930RH.



Timothy Branscum
Staff Support Specialist
Cleveland ARTCC

1623
(1624-1627)
1628

1628:09 N930RH and center uh nine three zero romeo hotel checking in
fifteen thousand

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N930RH

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1628:16	R55	november niner three zero romeo hotel cleveland center roger altimeter three zero zero eight
1628:20	N930RH	twenty oh eight uh can you uh descend us uh put us down to thirteen thousand
1628:26	R55	i can but not right at this moment zero romeo hotel uh i gotta talk to some people but maintain fifteen i'll get you lower here shortly
1628:34	N930RH	zero romeo hotel
1629:00	R55	columbus six morgantown
1629:04	I30	columbus
1629:05	R55	morgantown control for lower nine three zero romeo hotel
1629:07	I30	yours
1629:07	R55	v s
1629:09	R04	(unintelligible) mansfield briggs
1629:11	R55	briggs morgantown control for descent zero romeo hotel
1629:14	R04	romeo hotel your control
1629:15	R55	v s
1629:16	R04	g t
1629:18	R55	november niner three zero romeo hotel descend and maintain one three thousand

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1629:22 N930RH one three thousand zero romeo hotel
1630
(1631-1644)
1645
1645:01 R55 position relief briefing checklist sector it's morgantown
everybody is open around you normally flash them where
they go um your equipment is all working except for
what's posted out frequencies sound fine sitting on the
main your weather smooth ride no complaints v f r
condition v m c pireps no military no

1645:23 N19WE approach seneca one niner whiskey echo eight thousand five
hundred

1645:27 R55 that's nice november one niner whiskey echo cleveland
center roger the altimeter is three zero one two maintian
v f r at all time advise any change to your v f r
cruising altitude

1645:37 N19WE uh zero one two we'll do that whiskey echo

1645:41 R55 military no traffic and the com status slant ones zero
romeo hotel's on you thirteen delta pop's gone five six
bravo's gone v f r on you

1645:51 R55 2 yup

1645:51 R55 going all the way out this way

1645:53 R55 2 yup

1645:54 R55 v s

1645:54 R55 2 yup yup
1646
(1647-1648)
1649
1649:28 N930RH zero romeo ho hotel would like to uh

1649:38 R55 uh is that you uh three zero romeo hotel

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N930RH

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1649:41 N930RH go ahead sir

1649:42 R55 did you just call

1649:44 N930RH i did sir we'd uh uh like to go down uh to uh

1650:00 R55 okay zero romeo hotel understand you want to uh descend
what altitude would you like to go to

1650:06 N930RH zero romo hotel would like to go down to uh uh uh

1650:16 R55 just let me know when you come up with a number there
romeo hotel

1650:20 N930RH romeo hotel would like to uh uh
1651

1651:09 R55 nine three zero romeo hotel did you come up with a number

1651:12 N930RH (unintelligible) romeo hotel has uh having some
difficulties uh

1651:25 R55 nine three zero romeo hotel descend and maintain niner
thousand

1651:28 N930RH nine thousand romeo hotel

1651:43 UNK1 is he high enough for oxygen

1651:45 R55 yeah nine thousand should help you sir
1652

1652:01 R55 three zero romeo hotel descend and maintain niner thousand

1652:04 N930RH nine thousand romeo hotel

1652:30 R55 three zero romeo hotel you want to start your descent
descend and maintain niner thousand

1652:35 N930RH romeo hotel i'm uh uh gotta problem

1652:42 R55 okay sir if you could start down to nine thousand that should help you out sir

1652:47 N930RH romeo hotel i'll try
1653

1653:22 R55 nine three zero romeo hotel descend now out of thirteen one three thousand descend and maintain niner thousand over

1653:31 N930RH nine three zero romeo hotel

1653:56 R55 nine three zero romeo hotel i still show you level at thirteen thousand if you could start your descent now descend and maintain niner thousand

1654:03 N930RH nine three zero romeo hotel

1654:35 R55 nine three zero romeo hotel are you still showing thirteen thousand

1654:39 N930RH that's affirmative nine three zero romeo hotel

1654:42 R55 are you able to descend the aircraft sir

1654:45 N930RH romeo hotel
1655

1655:18 R55 nine three zero romeo hotel are you able to descend sir

1655:23 N930RH negative sir

1655:24 R55 is there anything else i can do to help you sir

1655:27 N930RH no uh uh nine three zero romeo hotel we'll try

1655:54 R55 three zero romeo hotel are you on autopilot sir

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1655:58 N930RH negative
1656

1656:15 R55 nine three zero romeo hotel are you in i f r or v f r
conditions sir

1656:21 N930RH nine three zero romeo hotel it's uh uh

1656:32 R55 three zero romeo hotel do you have oxygen onboard sir

1656:35 N930RH i do and i'm uh have uh uh (unintelligible) romeo hotel
i've got uh full uh uh (unintelligible)

1656:53 R55 okay full oxygen are you wearing the mask sir do you have
the oxygen working now

1656:57 N930RH yes affirmative sir
1657

1657:05 R55 okay can you turn it to a hundred percent a hundred
percent on the oxygen for romeo hotel

1657:10 N930RH that's what i'm showing romeo hotel

1657:32 R55 nine three zero romeo hotel are you ready uh can you
descend

1657:37 N930RH romeo hotel hang on a second

1657:39 R55 certainly
1658

1658:42 R55 nine three zero romeo hotel you still with me

1658:54 R55 november nine three zero romeo (unintelligible) hotel how
do you read cleveland over
1659

1659:20 R55 nine three zero romeo hotel how do you hear cleveland over

1659:46 R55 november nine three zero romeo hotel how do you hear
cleveland over
1700

1700:16 R55 november nine three zero romeo hotel if you read cleveland
ident please
1701

1701:10 R55 november nine three zero romeo hotel how do you hear
cleveland over

1701:27 R55 delta fifteen ninety nine can you do me a favor sir

1701:31 DAL1599 anything

1701:34 R55 okay sir you got a pen or a pencil

1701:36 DAL1599 uh yes sir go ahead fifteen ninety nine

1701:40 R55 okay i need you to contact a november nine three zero
romeo hotel that's nine three zero romeo hotel see if he
can uh contact cleveland at uh one two six point niner
five

1701:52 DAL1599 o k we'll give it a shot thanks
1702

1702:17 R55 november nine three zero romeo hotel how do you hear
cleveland over

1702:51 R55 delta fifteen ninety nine did you have a chance to do that
sir

1702:58 DAL1599 uh we gave him a call uh and uh negative contact for delta
fifteen ninety nine

1703:03 R55 okay thank you sir

1703:04 DAL1599 you're welcome
1704

1704:18 R55 november one nine whiskey echo cleveland

1704:21 N19WE yes sir go ahead

1704:22 R55 can you broadcast for a november nine three zero romeo hotel see if i can get him uh up on twenty six ninety five please

1704:31 N19WE sure and what type plane (unintelligible)

1704:34 R55 a cirrus cirrus (unintelligible)

1704:37 N19WE uh cirrus nine three zero romeo hotel

1704:52 N19WE uh cirrus nine three zero romeo hotel
1705

1705:02 N19WE uh sorry no response

1705:04 R55 thank you sir one nine whiskey echo any chance you could fly backwards and uh check and see what we've got here on this uh romeo hotel

1705:14 N19WE um about how far

1705:17 R55 uh you know what you'll never catch him with the speed that he's doing so uh thanks anyway

1705:21 N19WE okay yeah i was going to say uh they're about the same speed as i am

1705:25 R55 yeah he's about twenty five miles in front of you there

1705:29 N19WE (unintelligible)

1705:32 R55 nine three zero romeo hotel how do you hear cleveland over

1705:42 R55 november nine three zero romeo hotel if you read cleveland ident

1705:50 R55 november nine three zero romeo hotel i'm broadcasting in the blind if you hear cleveland contact washington center

one three three point six five over
1706
1707
1707:24 R55 nine three zero romeo hotel how do you hear cleveland over
1708
1709
1709:02 R55 nine three zero romeo hotel if you read cleveland ident
1710

1710:22 R55 nine three zero romeo hotel how do you hear cleveland over
1711

1711:10 R55 one nine whiskey alpha let's make it one nine whiskey echo
contact uh clarksburg approach one two one point one five

1711:18 N19WE twentyone one five whiskey echo and uh good luck
1712
(1713-1723)
1724
1724:41 W15 and morgantown this is blueridge seventy five

1724:47 R55 calling morgantown

1724:48 W15 yeah any joy on the nine three zero romeo hotel

1724:50 R55 negative

1724:51 W15 alright uh he's going into potomac they might launch the
fighters at him there

1724:53 R55 okay very good sir

1724:54 W15 yup

1724:56 R55 nine three zero romeo hotel how do you read cleveland over
1725
(1726-1729)
1730

End of Transcript



Federal Aviation Administration

Memorandum

Date: September 23, 2014

To: Aircraft Accident File ZOB-ARTCC-0309

From: Cleveland Air Route Traffic Control Center

Subject: **INFORMATION:** Partial Transcript
Aircraft Accident, N930RH
Wallops Island, VA, August 30, 2014

This transcription covers the Cleveland Air Route Traffic Control Center (ARTCC) D55 RA position for the time period from August 30, 2014, 1646 UTC, to August 30, 2014, 1717 UTC.

Agencies Making Transmissions	Abbreviations
Cleveland Center, Morgantown Sector Radar Controller	R55
Cleveland Center, Morgantown Sector Radar Associate Controller	D55
Clarksburg ATCT	CKB ATCT
Washington Center, Blueridge Sector Controller	W15
N19WE	N19WE

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving N930RH.




Timothy Brancum
Staff Support Specialist
Cleveland ARTCC

1646
(1647-1650)

1651
1651:45 R55 yeah nine thousand should help you sir
1652

1652:10 D55 clarksburg approach morgantown sixty one point out

1652:13 CKB ATCT go ahead

1652:14 D55 uh where is he i don't know it's about ten west of uh what

is that up there by pittsburgh's airspace greene county
or whatever it is

1652:22 CKB ATCT yeah twenty five hundred i see him

1652:22 D55 yup um yeah three two six two code he's up at thirteen

1652:28 CKB ATCT okay

1652:28 D55 uh he's got some issues going on we need to descend him a
little bit can we go to any altitude or

1652:33 CKB ATCT yeah whatever whatever you need i can go down to three
thousand out there

1652:35 D55 okay alright um we're (unintelligible) descend down to
nine for now were going to see what's going on and then
i'll let you know i'll give you a call back

1652:40 CKB ATCT your control

1652:41 D55 (unintelligible) point out for nothing (unintelligible)

1652:42 CKB ATCT (unintelligible)

1653

(1654-1701)

1702

1702:07 D55 hey blueridge elkins morgantown twenty five

1702:10 W15 blueridge and elkins

1702:12 D55 uh this niner three (unintelligible) you got a minute

1702:15 W15 sure

1702:17 D55 alright he is nordo right now because we think he is
hypoxic

1702:21 W15 wait wait which aircraft

1702:22 D55 the nine three romeo hotel flashing at you north of morgantown

1702:24 W15 okay he he's nordo right now

1702:25 D55 he's nordo but we think he's hypoxic so he i don't think he really knows where he is right now he may have i think he's out of oxygen on his plane and i think he uh may have passed out possibly i think he is on autopilot even though he told us he wasn't um so he's got a clearance to nine and we tried to give it to him several times to try to get him down below so he could get you know not so he won't have to use the oxygen and he said he couldn't do it first then he said he would try to do it and he never did um

1702:53 W15 okay he said he would try to do he would try the do what

1702:58 D55 he he said the pilot told us he would try to descend to nine and then he just never did

1703:01 W15 okay

1703:02 D55 and now we can't get ahold of him anymore either

1703:04 W15 can't get ahold of him and now he's just stuck there at thirteen but it's showing

1703:06 D55 no he's (unintelligible) at thirteen but we gave him a clearance to nine

1703:10 W15 to nine okay

1703:11 D55 i don't know if he comes to he might just you know descend i just wanted to let you

1703:14	W15	okay
1703:15	D55	you know obviously and he's going direct and we have a feeling he's on autopilot right now
1703:19	W15	okay
1703:19	D55	um but he won't answer us anymore and he told us that he wasn't but like (unintelligible) he sounds you know like he's out of oxygen or well he's hypoxic
1703:28	W15	okay he sounds hypoxic
1703:29	D55	yeah um were calling i don't know my supervisor is calling somebody now and he's gonna try and get somebody we tried a couple different airplanes to try to get ahold of him if he could
1703:38	W15	okay
1703:39	D55	um so i'll let you know if we get ahold of him obviously
1703:41	W15	okay
1703:41	D55	um and i i i don't really know what else to really tell you
1703:45	W15	okay yeah one more question though about the he said he was on autopilot or he said he was
1703:49	D55	he he we asked him if he was on autopilot he said no
1703:53	W15	okay
1703:54	D55	but he's been level at thirteen the whole way through our airspace

1703:56 W15 okay

1703:56 D55 and he hasn't moved and he's still you know straight on course to he hasn't moved off of that either so

1704:02 W15 okay

1704:02 D55 so we have a feeling he actually is on autopilot he just doesn't know what's going on (unintelligible)

1704:06 W15 sure okay

1704:08 D55 hypoxic and like i said he said he would try to descend to nine this was a few minutes ago and he just never did and uh like i said probably because he is hypoxic

1704:15 W15 roger

1704:16 D55 um like i said we'll let you know you know if we get ahold of him and try to get him down but uh i just wanted to let you know he was coming your way obviously

1704:23 W15 okay thank you

1704:24 D55 yup

1704:25 W15 alright d a
1705
1706
1706:48 CKB ATCT morgantown clarksburg
1707

1707:09 D55 morgantown

1707:10 CKB ATCT i understand you lost that nine thirty r h

1707:12 D55 yeah we think he is hypoxic

1707:14 CKB ATCT yeah i i was listening to your frequency he sounded a
little confused for sure

1707:18 D55 yeah and unfortunately now he's not talking to us
(unintelligible)

1707:21 CKB ATCT yeah (unintelligible) it might not work but i'm since i am
relatively close to him i could try to shout out on
twenty twenty six ninety five on my backup radio

1707:28 D55 you can try for us if you want um we had a couple
different (unintelligible) you probably been listening we
had (unintelligible) different aircraft to try to get
ahold of him to so

1707:33 CKB ATCT yeah yeah yeah

1707:36 CKB ATCT i'll give it a quick (unintelligible) okay thanks

1707:37 D55 you you can yeah you're more than welcome to if you want
to

1708
1709
1709:02 R55 nine three zero romeo hotel if you read cleveland ident
1710

1710:22 R55 nine three zero romeo hotel how do you hear cleveland over
1711

1711:10 R55 one nine whiskey alpha let's make it one nine whiskey echo
contact uh clarksburg approach one two one point one five

1711:18 N19WE twentyone one five whiskey echo and uh good luck
1712
(1713-1716)
1717

End of Transcript



Federal Aviation Administration


Memorandum

Date: October 08, 2014
To: Aircraft Accident File ZOB-ARTCC-0309
From: Clarksburg Airport Traffic Control Tower
Subject: **INFORMATION:** Partial Transcript
Aircraft Accident, N930RH
Wallops Island, VA, August 30, 2014

This transcription covers the Clarksburg Airport Traffic Control Tower (ATCT) AE AP position for the time period from August 30, 2014, 1647 UTC, to August 30, 2014, 1729 UTC.

Agencies Making Transmissions	Abbreviations
Cleveland Center, Morgantown Sector	ZOB
Clarksburg ATCT, Approach East	CKB
N4DC	N4DC
Washington Center, Blueridge/Elkins Sector	ZDC

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving N930RH.


Jill M. Rankin
Staff Support Specialist
Clarksburg ATCT

1647
(1648-1651)

1652
1652:10 ZOB clarksburg approach morgantown sixty one

1652:13 CKB go ahead

1652:14 ZOB uh where is he i don't know it's about ten west of uh what is that up there by pittsburgh's airspace greene county or whatever it is

1652:22 CKB yeah twenty five hundred i see him

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N930RH

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1652:23 ZOB yup um no three two six two code he's out of thirteen

1652:28 CKB oh okay

1652:29 ZOB uh he's got some issues going on we need to descend him a little bit can we go to any altitude or

1652:33 CKB yeah whatever whatever you need i can go down to three thousand out there

1652:35 ZOB okay alright um we're (unintelligible) descending down to nine for now we're going to see what's going on and then i'll let you know i'll give you a call back

1652:40 CKB your control

1652:41 ZOB take a point out for now thanks

1652:42 CKB thanks r i
1653
(1654-1701)
1702

1702:35 CKB cirrus nine three zero romeo hotel this is clarksburg approach on twenty one fifteen over
1703

1703:47 CKB twin cessna four delta charlie do me a quick favor

1703:51 N4DC sure

1703:52 CKB can you just reach out to a nine three zero romeo hotel and just see if he uh responds to you on twenty one fifteen

1704:00 N4DC nine three zero what is it again

1704:03 CKB nine thirty r h nine thirty romeo hotel

1704:07 N4DC nine three zero romeo hotel

1704:16 N4DC nine three zero romeo hotel do you copy

1704:30 N4DC november nine three zero romeo hotel do you copy

1704:37 N4DC uh we get nothing

1704:40 CKB alright i appreciate it thanks
1705

1705:56 CKB cirrus nine three zero romeo hotel this is clarksburg
approach on twenty one five over
1706

1706:48 CKB morgantown clarksburg
1707

1707:08 ZOB yeah and unfortunately now he's not talking to us anymore
either so

1707:09 ZOB morgantown

1707:10 CKB i understand you lost that nine thirty r h

1707:12 ZOB yeah we think he's hypoxic

1707:14 CKB yeah i i was listening to your frequency there he sounded
a little confused for sure

1707:18 ZOB yeah and unfortunately now he's not talking to us anymore
either so

1707:22 CKB yeah it might not work but i'm since i am relatively
close to him i could try to shout out on twenty twenty
six ninety five on my backup radio

1707:28 ZOB you can try for us if you want um we had a couple
different (unintelligible) you probably been listening we
had a couple different aircraft to try to get ahold of
him too so

1707:33 CKB yeah yeah yeah

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1707:36 CKB i'll give it a quick (unintelligible) okay thanks

1707:37 ZOB you you can yeah you're more than welcomed to if you want to

1707:38 CKB okay thanks alright
1708
(1709-1716)
1717

1717:26 ZDC clarksburg blueridge elkins on the eleven line with a question standby

1717:30 CKB yes sir

1717:31 ZDC can you try niner three zero romeo hotel on guard for our frequency

1717:35 CKB ya we've been i've been trying everything to get ahold of the guy and no success on guard or anything else

1717:38 ZDC alright well hey thank you very much

1717:42 CKB i'll i'll keep trying though

1717:43 ZDC thank you

1717:44 CKB r i
1718
(1719-1722)
1723

1723:08 CKB cirrus nine three zero romeo hotel clarksburg approach on one twenty one five over
1724
(1725-1728)
1729

End of Transcript



Federal Aviation Administration

Memorandum

Date: October 09, 2014
To: Aircraft Accident File ZOB-ARTCC-0309
From: Washington Air Route Traffic Control Center
Subject: **INFORMATION:** Partial Transcript
Aircraft Accident, N930RH
Wallops Island, VA, August 30, 2014

This transcription covers the Washington Air Route Traffic Control Center (ARTCC) BLR D position for the time period from August 30, 2014, 1657 UTC, to August 30, 2014, 1710 UTC.

Agencies Making Transmissions

Abbreviations


Cleveland ARTCC, MGW Sector

MGW

Washington ARTCC, BLR Radar Associate

BLR D

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving N930RH.


[Redacted Signature]
Michael A. DiMatteo
Support Specialist
Washington Air Route Traffic Control Center

1657

(1658-1701)

1702

1702:07 MGW hey blueridge elkins morgantown twenty five

1702:10 BLR D blueridge elkins

1702:12 MGW ah this niner three (unintelligible) you got a minute

1702:15 BLR D sure

1702:17 MGW alright he is nordo now because we think he is hypoxic

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1702:21 BLR D wait wait which aircraft

1702:22 MGW the nine three romeo hotel flashing at you north of morgantown

1702:24 BLR D okay he's nordo right now

1702:25 MGW he's nordo but we think he's hypoxic so i don't think he really knows where he is right now he may have i think he's out of oxygen on his plane and i think he is on autopilot even though he told us he wasn't um so he's got a clearance to nine and we tried to get him down below so he could get you know not so he won't have to use the oxygen and he said he couldn't do it first then he said he would try to do it and he never did um

1702:53 BLR D okay he said he would try to do he would try to do what

1702:58 MGW he he said the pilot told us he would try to descend to nine and then he just never did

1703

1703:01 BLR D okay

1703:02 MGW and now we can't get a hold of him anymore either

1703:04 BLR D can't get a hold of him and now he's just stuck there at thirteen but it's showing

1703:06 MGW now he's (unintelligible) at thirteen but we gave him a clearance to nine

1703:10 BLR D to nine okay

1703:11 MGW i don't know if he comes to he might just you know descend i just wanted to let you

1703:14 BLR D okay

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1703:15 MGW you know obviously and he's going direct and we have a feeling he's on autopilot right now

1703:19 BLR D okay

1703:19 MGW um but he won't answer us anymore and he told us that he wasn't but like (unintelligible) he sounds you know like he's out of oxygen or well he's hypoxic

1703:28 BLR D okay he's hypoxic

1703:29 MGW yeah oh we're calling i don't know my supervisor is calling somebody now and he's gonna try and get somebody we tries a couple different airplanes to try to get a hold of him if he could

1703:38 BLR D okay

1703:39 MGW um so i'll let you know if we get a hold of him obviously

1703:41 BLR D okay

1703:41 MGW i'm i i i don't really know what else to really tell you

1703:45 BLR D okay yeah one more question though about the he said he was on autopilot or he was

1703:49 MGW he he we asked him if he was on autopilot he said no

1703:53 BLR D okay

1703:54 MGW but he's been level at thirteen the whole way through our airspace

1703:56 BLR D okay

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N930RH

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1703:56 MGW and he hasn't moved and he's still you know straight on
course too he hasn't moved off of that either so
1704
1704:02 BLR D okay
1704:02 MGW so we have a feeling he actually is on autopilot he just
doesn't know what's going on (unintelligible)
1704:06 BLR D sure okay
1704:08 MGW hypoxic and like i said he said he would try to descend to
nine this was a few minutes ago and he never did and ah
like i said probably because he is hypoxic
1704:15 BLR D roger
1704:16 MGW um like i said we'll let you know if we get a hold of him
and try to get him down but ah i just wanted to let you
know he was coming your way obviously
1704:23 BLR D okay thank you
1704:24 MGW yup
1704:25 BLR D alright d a
1705
(1706-1709)
1710

End of Transcript



Federal Aviation Administration

Memorandum

Date: October 07, 2014
To: Aircraft Accident File ZOB-ARTCC-0309
From: Washington Air Route Traffic Control Center
Subject: **INFORMATION:** Partial Transcript
Aircraft Accident, N930RH
Wallops Island, VA, August 30, 2014

This transcription covers the Washington Air Route Traffic Control Center (ARTCC) BLR R position for the time period from August 30, 2014, 1707 UTC, to August 30, 2014, 1740 UTC.

Agencies Making Transmissions

Washington ARTCC, BLR Radar
Potomac TRACON, LURAY Sector
Cleveland ARTCC, MGW Sector

Abbreviations

BLR R
LURAY
MGW

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving N930RH.

Michael A. DiMatteo
Support Specialist
Washington Air Route Traffic Control Center

1707
(1708-1711)

1712

1712:25 BLR R and ah this nine zero romeo hotel we have not talked to indianap or cleveland said he was nordo they suspect that he is hypox has the ah hypoxia and ah they haven't been able to talk to him for awhile thirteen was the last altitude that i was told about there was a possibility that he was issued nine but ah he never repoded they tried to issue nine and he never read it back okay it was garbled

1713

1714

1714:58 BLR R november nine three zero romeo hotel washington center
1715

1715:45 BLR R november nine three zero romeo hotel washington
1716

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1717
1717:20 BLR R november nine three zero romeo hotel washington
1718

1718:13 BLR R yeah you got ah information on nine three zero romeo hotel

1718:16 LURAY ah i do not

1718:17 BLR R alright he's cirrus s r twenty two he is at thirteen
thousand feet going to manassas currently nordo we think
he's hypoxic and he's not responding to anybody

1718:25 LURAY oh geez give me that call sign again

1718:27 BLR R sure it's november niner three zero romeo hotel

1718:31 LURAY zero romeo hotel okay

1718:33 BLR R he's he's about five miles north of the united i'm
flashing at you

1718:36 LURAY ah alright i don't see him yet let me slew out a little
more okay i see him and ah i'll take him and watch him

1718:41 BLR R okay

1718:42 LURAY alright p 1
1719

1719:27 BLR R november nine three zero romeo hotel washington
1720
1721

1721:26 BLR R november nine three zero romeo hotel washington center
1722
1723

1723:02 BLR R november nine three zero romeo hotel washington
1724

1724:19 BLR R oh i haven't had any joy on this nine three zero romeo
hotel the air force has been trying him on guard and i
got the next two nationals

1724:21 LURAY yeah

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1724:22 BLR R they're stopped at fourteen

1724:23 LURAY approved

1724:24 BLR R a o

1724:25 LURAY p l

1724:48 BLR R yeah any joy on the nine three zero romeo hotel

1724:50 MGW negative

1724:51 BLR R alright ah he's going to potomac they might launch the
fighter jet at him

1724:54 MGW okay very good
1725

1725:24 BLR R november nine three zero romeo hotel washington

1725:47 BLR R november nine three zero romeo hotel washington center on
guard november nine three zero romeo hotel washington
center on guard contact washington center now one three
three point six five nine three zero romeo hotel one
three three poit six five

1726
(1727-1733)
1734
1734:04 BLR R november nine three zero romeo hotel washington
1735
(1736-1739)
1740

End of Transcript



Federal Aviation Administration

Memorandum

Date: October 09, 2014
To: Aircraft Accident File ZOB-ARTCC-0309
From: Washington Air Route Traffic Control Center
Subject: **INFORMATION:** Partial Transcript
Aircraft Accident, N930RH
Wallops Island, VA, August 30, 2014

This transcription covers the Washington Air Route Traffic Control Center (ARTCC) CAL R position for the time period from August 30, 2014, 1745 UTC, to August 30, 2014, 1815 UTC.


Agencies Making Transmissions

Potomac TRACON, Mount Vernon Sector
Washington ARTCC, CAL Radar
Potomac TRACON, Fluky Sector
USAF F16, BRAVE 1

Abbreviations

MTV
CAL R
FLUKY
BRAVE 1

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving N930RH.


Michael A. DiMatteo
Support Specialist
Washington Air Route Traffic Control Center

1745
(1746-1749)

1750
1750:19 MTV hey ah anybody told you about a scramble we had going on
up here

1750:21 CAL R negative

1750:22 MTV okay if you look about twenty miles north of dahlgren at
thirteen thousand feet

1750:26 CAL R is that brave

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1750:27 MTV yeah a bunch of braves mixed in there then there's a three
two six two code

1750:32 CAL R three two six two

1750:34 MTV can you pick them out

1750:35 CAL R i i can't let me try to find them there three two

1750:39 MTV three two six two

1750:41 CAL R i don't see them but alright ah what's he doing

1750:44 MTV it's it's in that mess of thirteens

1750:45 CAL R yeah okay there he his

1750:47 MTV and ah he is nordo just cutting through and if this goes
any longer we'll be giving you the fighters as they
continue with the nordo mooney

1750:54 CAL R roger

1750:55 MTV sorry cirrus alright we'll let you know more shortly

1750:57 CAL R c e

1750:58 MTV a g

1750:59 CAL R okay
1751
(1752-1755)
1756

1756:41 FLUKY alright we're gonna handoff this intercept to you are you
ready

1756:44 CAL R yeah yeah hold on a second i need paper i have ah both data tags are you talking to the brave

1756:49 FLUKY ah yeah we have the braves there's brave one and two ah brave one is the guy squawking five zero six two

1757

1757:01 CAL R okay

1757:02 FLUKY they are at fourteen two five zero six two is brave one his wing man is squawking four thousand so we can get altitude

1757:06 CAL R okay

1757:16 FLUKY um and the nordo guy at thirteen one code three two six two that's november niner three zero romeo hotel a cirrus twenty two

1757:20 CAL R roger i got radar on him as well

1757:21 FLUKY alright and the braves they have intercepted they are in the bubble five miles two thousand feet

1757:26 CAL R i do see that okay

1757:27 FLUKY thank you a g

1758

1758:27 BRAVE 1 wash center brave one

1758:28 CAL R i'm sorry calling center ah say again i heard three one

1758:46 CAL R calling washington center say again

1759

1759:56 BRAVE 1 washington center brave one

1800

1800:01 CAL R brave one washington center

1800:02 BRAVE 1 yes ma'am checking in we're in the block twelve to thirteen thousand on an active air defense scramble

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1800:06 CAL R brave zero one roger
1801

1801:16 CAL R and brave zero one i just want to verify your altitude
block ah that you have can you can you just verify that
one more time with me

1801:21 BRAVE 1 we're blocking twelve to one five thousand

1801:25 CAL R brave zero one thank you
1802

(1803-1804)

1805

1805:34 BRAVE 1 washington center brave one we're following our track of
interest currently over patuxent river if able can you
call patuxent river and let them know it looks like we
are entering their airspace

1805:43 CAL R brave zero one wilco
1806

1806:33 BRAVE 1 brave one copies clearance authorized
1807

1808

1808:44 BRAVE 1 wash center brave one

1808:45 CAL R brave zero one go ahead

1808:47 BRAVE 1 yes ma'am i'd like to split the flight brave zero two will
remain with the target like to get him a separate squawk
and clearance and brave one squawking five zero six two
like to r t b andrews at this time

1809

1809:01 CAL R roger that brave zero one have ah what altitude are you
currently at

1809:06 BRAVE 1 brave one is at one four thousand

1809:11 CAL R brave one roger what altitude will brave two be at

1809:12 BRAVE 1 he'll be blocking twelve to one five thousand

1810

(1811-1814)

1815

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End of Transcript



Federal Aviation Administration

Memorandum

Date: October 09, 2014

To: Aircraft Accident File ZOB-ARTCC-0309

From: Washington Air Route Traffic Control Center

Subject: **INFORMATION:** Partial Transcript
Aircraft Accident, N930RH
Wallops Island, VA, August 30, 2014

This transcription covers the Washington Air Route Traffic Control Center (ARTCC) SBY R position for the time period from August 30, 2014, 1810 UTC, to August 30, 2014, 1919 UTC.

Agencies Making Transmissions


Abbreviations

Washington ARTCC, SBY Radar
USAF F16, BRAVE 2
PIEDMONT AIRLINES, INC. D/B/A HENSON
AVIATION - USAIR FLORIDA SHUTTLE -
USAIR EXPRESS (SALISBURY, MD), PDT4208
USAF, BRAVE 1
King Air N954MS

SBY R
BRAVE 2
PDT4208

BRAVE 1
N954MS

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving N930RH.


Michael A. DiMatteo
Support Specialist
Washington Air Route Traffic Control Center

1810
(1811-1814)

1815
1815:33 SBY R brave zero two are you up

1816
1817
1817:54 BRAVE 2 washington brave zero two
1818

1818:43 SBY R washington calling say again

1818:44 BRAVE 2 that's brave zero two we're an active scramble ah request
lower then one two thousan i've interscepted the t o i

and he's descending and we need to descend

1818:53 SBY R brave zero two washington center roger salisbury altimeter
three zero two two ah descend and maintain ah one one
thousand
1819
1819:01 BRAVE 2 brave two ah request a block from one three to one zero
thousand
1819:05 SBY R brave zero two maintain block one zero thousand block one
three thousand
1819:09 BRAVE 2 ten block thirteen thousand brave two
1820
1820:01 SBY R brave zero two have you made ah contact with nine three
zero romeo hotel
1820:07 SBY R have you made radio contact
1820:08 BRAVE 2 brave zero two ah negative i've intercepted him ah he
appears to be unconscious
1820:09 SBY R roger
1821
1822
1822:10 PDT4208 washington piedmont forty two oh eight
1822:11 SBY R piedmont forty two zero eight go ahead
1822:12 PDT4208 think there's a jetblue that got nine three zero romeo
hotel on guard if you need to get a hold of him still
1822:20 SBY R ah piedmont forty two zero eight ah no thank you sir that
won't be ah necessary
1822:26 PDT4208 alright
1822:33 SBY R i'm sorry piedmont forty two zero eight who did who did
you hear on guard

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1822:35 PDT4208 a jetblue got a hold of that nine three zero romeo hotel

1822:42 SBY R roger do you know what jetblue it was

1822:44 PDT4208 i'll try him and see if i can figure it out

1822:47 PDT4208 ah jetblue on guard who got a hold of nine three zero
1823 romeo hotel your call sign

1823:01 PDT4208 roger

1823:02 PDT4208 it's a jetblue four zero three who got a hold of him

1823:04 SBY R jetblue four zero three roger and ah can you have jetblue
four zero three have nine three zero romeo hotel come up
on this frequency one three two point five five

1823:13 PDT4208 we'll try it's a far relay we'll see if we can get him

1823:19 PDT4208 a jetblue four zero three this is piedmont forty two oh
eight if you're in contact with nine three zero romeo
hotel have him come up on one two three point five five

1823:32 PDT4208 and jetblue four zero three do you copy

1823:57 PDT4208 ah washington sounds like it's a triple relay but they're
gonna get the message

1823:58 SBY R piedmont forty two zero eight thanks for your help
1824
(1825-1826)
1827

1827:01 SBY R ah brave zero two have you seen any response from nine
three zero romeo hotel

1827:12 SBY R brave zero two any change in the update

1827:47 BRAVE 2 washington brave zero two

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1827:48 SBY R brave zero two go ahead

1827:49 BRAVE 2 (unintelligible) eight hundred feet he's now at twelve
thousand two hundred feet i believe he's still
unconscious

1828

1828:31 SBY R roger

1829
(1830-1846)
1847

1847:51 BRAVE 1 washington brave one with you one zero thousand

1847:52 SBY R brave zero one washington center the salisbury altimeter
three zero two two

1847:53 BRAVE 1 thirty twenty two brave one

1848
1849
1850

1850:08 N954MS november nine five four mike sierra nine three zero romeo
hotel is trying to check on with you now

1850:09 SBY R november niner three zero romeo hotel washington center
ident

1850:49 SBY R november four mike sierra if you can ah reach out to nine
three zero romeo hotel ah let him know that i can not
hear him

1850:57 N954MS alright ah let me try one more time ah november nine three
zero romeo hotel november nine three zero romeo hotel ah
this is king air nine five four mike sierra how do you
hear

1851

1851:32 SBY R november nine five four mike sierra try one more time i ah
uncoupled my frequencies so it may ah work again

1851:40 N954MS nine three zero romeo hotel november nine three zero romeo
hotel how do you hear

1851:54 SBY R brave zero two go ahead

1851:55 BRAVE 2 yeah are you talking now to nine three zero romeo hotel

1851:56 SBY R negative ah a king air on my frequency said that he may be trying to call me but i can not hear him told him to ident and he did not

1851:58 BRAVE 2 okay if you get a hold of him we'll need to turn him west
1852

1852:01 SBY R brave zero two ah do whatever you need to do
1853

1853:54 SBY R november nine three zero romeo hotel washington center on guard contact washington center on one three two point five five ident november nine three zero romeo hotel one three two point five five
1854
(1855-1857)
1858

1858:01 SBY R brave zero one wash

1858:02 BRAVE 1 wash brave one go

1858:03 SBY R can you give me an update on what's going on

1858:04 BRAVE 1 ah sir he's steady on a heading of one nine zero i tried to contact him again on guard to direct him to one thirty two point five five have you heard anything from him on that freq

1858:07 SBY R negative

1858:08 BRAVE 1 okay that's the status of him right now we're currently up on the d c a tacan one two three for a hundred and twenty eight miles t o i is still heading one nine zero
1859
1900

1900:55 BRAVE 1 aircraft november nine three zero romeo hotel this is an armed air defense fighter off your left wing if you hear me on this transmitter acknowledge by rocking your wings
1901
(1902-1904)
1905

1905:32 SBY R brave zero one is his engine still on

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1919

End of Transcript

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1905:33 SBY R brave zero one radio check

1905:39 SBY R bravo zero one contact giant killer one one eight point
two five one one eight point two five i'm sorry it's ah
one one eight point one two eighteen twelve and ident

1906
1907

1907:49 BRAVE 1 washington brave one

1907:50 SBY R brave zero one go ahead

1907:52 BRAVE 1 t o i still heading one niner zero if he continues ah

1907:54 SBY R brave zero one your transmission was cut out understand
he's one niner zero say the rest

1908
1909

1909:25 BRAVE 1 washington brave one

1909:26 SBY R brave zero one go ahead

1909:27 BRAVE 1 yes sir t o i is still in the descent and is currently
passing eight thousand feet heading one ninety

1909:40 SBY R roger is his engine running

1909:42 BRAVE 1 affirm

1909:43 SBY R i heard affirmative thank you

1909:44 BRAVE 1 t o i still on a heading of one nine zero

1910
(1911-1912)
1913

1913:09 SBY R brave zero one say again

1913:30 SBY R brave zero one radar contact lost

1914
(1915-1918)



Federal Aviation Administration

Memorandum

Date: September 15, 2014

To: Aircraft Accident File ZOB-ARTCC-0309


From: Potomac Consolidated Terminal Radar Approach Control Facility

Subject: INFORMATION: Partial Transcript
Aircraft Accident, N930RH
Wallops Island, VA, August 30, 2014

This transcription covers the Potomac Consolidated Terminal Radar Approach Control Facility (TRACON) DEN DI position for the time period from August 30, 2014, 1658 UTC, to August 30, 2014, 1803 UTC.

Agencies Making Transmissions	Abbreviations
Cleveland Air Route Traffic Control Center	ZOB
Domestic Events Network, Federal Aviation Administration Headquarters	DENHQ
Eastern Air Defense	EADS
North American Aerospace Defense Command	NORAD
Continental NORAD Region	CONR
Washington Air Route Traffic Control Center	ZDC
Lockheed Martin Flight Services	AFSS
National Capital Region Coordination Center	NCRCC
Domestic Events Network, Potomac Consolidated TRACON	DENPCT
Unknown	UNKNOWN
F-16 Fighting Falcon, United States Air Force	BRAVE01
TYSON, Potomac Consolidated TRACON	TYSON
F-16 Fighting Falcon, United States Air Force	BRAVE02
United States Park Police	USPP

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving N930RH.


Michelle A Crain
Quality Control Staff Specialist
Potomac Consolidated TRACON

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1703:59 DENHQ headquarters

1704:00 ZOB i have a situation with a november nine three zero romeo hotel ten miles north of morgantown we were talking to him before and what they're telling me from the area is that they believe the pilot is having oxygen problems and might have gone hypoxic they cannot reach him right now he is nordo so he is still flying on course he never we feel that he might be on auto pilot or something like that and he is destined for manassas regional

1704:25 DENHQ headquarters copies all nine three zero romeo hotel uh roger let me know if you get him back uh he seems to be on course at that altitude still at this time right

1704:33 ZOB right but they think he's on auto pilot i'm listening to the tape right now and see what i can learn from that

1704:39 DENHQ right right i understand but right now he's still maintaining his course

1704:42 ZOB correct yes

1704:44 DENHQ okay copy all uh let me know uh if you get him back

1704:47 ZOB wilco
1705

1705:30 DENHQ eastern headquarters do you copy that possible nordo and uh the oxygen deprivation

1705:37 EADS negative do you have a call sign for him

1705:39 DENHQ yeah november nine eight zero romeo hotel

1705:47 EADS do you have a point out for him

1705:55 DENHQ yes yes d c d c a three zero zero at one hundred and thirty squawking three two six two

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1706:07 NORAD norad copies

1706:09 EADS eastern copies

1706:33 CONR headquarters conr can you confirm the call sign we heard
nine three zero romeo hotel

1706:38 DENHQ that is affirmative nine three zero romeo hotel
destination is uh manassas

1706:46 CONR copy

1706:49 DENHQ right now the uh oxygen portion is maybe speculation the
only thing that they know is that they have not been able
to contact the aircraft or talk to the pilot and they
think he's on auto pilot

1707

1707:06 EADS eastern copies

1707:07 NORAD norad copies

1707:50 DENHQ washington center headquarters

1707:54 ZDC it's washington

1707:58 DENHQ yeah just uh uh let's see about thirty miles north west of
kessel

1708:02 ZDC yup

1708:03 DENHQ november nine three zero romeo hotel he's been nordo
reported by cleveland center what frequency does he need
to be on with you guys

1708:10 ZDC let's see one three three point six five

1708:14 DENHQ okay i'll see if flight service can transmit over in that

area

1708:18 ZDC did uh did i hear someone say there may be an oxygen problem

1708:21 DENHQ that is uh speculation by the uh by air traffic right now it's not confirmed

1708:26 ZDC okay

1708:28 DENHQ he's nordo at thirteen thousand

1708:30 ZDC alright

1708:33 DENHQ flight service operations headquarters

1708:35 AFSS flight service

1708:36 DENHQ yeah can you please uh transmit over uh kessel echo sierra lima and have him contact wahington center one three three point six five call sign nine three zero romeo hotel

1708:49 AFSS flight service copies

1708:50 DENHQ thank you

1709

1710

1710:03 EADS headquarters eastern

1710:05 DENHQ headquarters

1710:07 EADS reference nine three zero romeo hotel do you know what time he went nordo

1710:12 EADS not the exact time we're trying to back track that right now

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1710:15 EADS eastern copies

1710:19 DENHQ cleveland center headquarters

1710:22 ZOB cleveland

1710:23 DENHQ yeah do you have an idea of how long he was nordo did you guys ever talk to november nine three zero romeo hotel

1710:27 ZOB yes we talked to him and uhm and he sounded a little odd he made a few requests where he said we want to but he didn't finish he didn't finish we asked him what altitude he wanted and we could tell that there was a situation sounded like he was hypoxic so we did clear him to niner thousand which he read back but he never started his descent

1710:45 DENHQ okay and what time was that

1710:46 ZOB about sixteen fifty zulu

1710:50 DENHQ okay copy all thanks

1710:53 EADS eastern copies

1710:54 DENHQ eastern so that makes it twenty minutes

1710:57 EADS eastern copies
1711
(1712-1713)
1714

1714:20 DENHQ flight service operations headquarters

1714:23 AFSS flight service

1714:25 DENHQ you by chance have any contact info on nine three zero romeo hotel

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1714:28 AFSS uh no i don't but i can check the duats for you

1714:31 DENHQ okay thank you
1715

1715:49 EADS capital watch this is eastern

1715:52 NCRCC n c r c c

1715:53 DENHQ headquarters

1715:55 EADS suit up atlantic city and andrews nine three zero romeo hotel

1716:00 DENHQ headquarters copies suit up andrews and atlantic city for zero romeo hotel

1716:05 NCRCC n c r c c copy
1717
1718
1719

1719:42 DENHQ flight service headquarters

1719:44 AFSS flight service

1719:48 DENHQ yeah verify you have no pilot or passenger information for november nine three zero romeo hotel

1719:50 AFSS i'm actually getting it from duats right now

1719:52 DENHQ oh okay if you would give me a call when you get all that figured out

1719:55 AFSS wilco

1719:56 DENHQ thank you ma'am
1720

1720:15 DENHQ and eastern and conr headquarters

1720:19 EADS eastern

1720:21 DENHQ yeah we're uhm headquarters f a a will be requesting d o d assistance if if we're not back in communication with zero romeo hotel when he hits sixty nautical miles from d c a we're at eighty six miles so if we don't get it in the next twenty five miles we'll be looking for assistance from ya'll if you can

1720:38 EADS eastern copies

1720:40 DENHQ thank you eastern

1720:44 NORAD norad cfac

1720:45 DENHQ headquarters

1720:46 NCRCC n c r c c

1720:57 DENHQ washington center headquarters

1721:00 ZDC washington

1721:01 DENHQ yes ma'am verify that zero romeo hotel is still nordo with ya'll

1721:05 ZDC still nordo

1721:06 DENHQ still nordo okay thank you ma'am

1721:09 DENHQ and verify you copy that i will be requesting d o d assistance when he gets sixty miles from d c a

1721:14 ZDC washington center hear all that

1721:15 DENHQ okay thanks a lot

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1721:18	DENPCT	potomac tracon copies all that
1721:45	AFSS	headquarters flight service
1721:46	DENHQ	headquarters
1721:46	AFSS	(unintelligible) for november nine three zero romeo hotel there's only one soul on board anything else you need on that
1721:53	DENHQ	uh only one soul on board thank you and i'll call you off line for that
1721:58	AFSS	roger that
1722		
1723		
1723:36	EADS	headquarters capital watch this is eastern
1723:41	DENHQ	headquarters
1723:42	EADS	we are battle stations for andrews and atlantic city referencing the november nine three zero romeo hotel
1723:49	DENHQ	headquarters copies
1723:51	EADS	battle stations atlantic city and andrews for zero romeo hotel
1723:55	NCRCC	n c r c c
1723:56	NORAD	norad copies
1724		
(1725-1727)		
1728		
1728:56	DENHQ	n c r c c headquarters
1728:57	NCRCC	n c r c c

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1728:59 DENHQ yeah you got the uh event now for zero uh three romeo hotel i'm going to be focusing on acey forty seven zero six

1729:06 NCRCC okay i have nine three zero romeo hotel

1729:09 DENHQ okay
1730
1731

1731:13 EADS capital watch eastern

1731:16 DENHQ headquarters

1731:16 EADS scrambling andrews
1732

1732:39 DENPCT potomac tracon

1732:40 UNKNOWN hey this is jay andrews is scrambling

1732:41 DENPCT understand bravo hotel
1733
(1734-1736)
1737

1737:32 ZDC headquarters washington

1737:33 DENHQ headquarters

1737:34 ZDC did you do you have all the information from his flight plan you know the pilot's name and everything

1737:37 DENHQ yes ma'am i got his name and i got his phone number and everything we've tried a couple times no contact

1737:44 ZDC thanks

1737:50 EADS captial watch eastern andrews airborne

1737:52 NCRCC n c r c c copies thank you

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1737:53 DENHQ headquarters copies
1738
1739
1739:18 BRAVE01 brave one is eye ball capable

1739:24 TYSON brave one roger advise t o i intercept

1739:31 BRAVE01 brave one wilco
1740

1740:18 BRAVE01 washington center brave one radar contact with t o i off
the d c a tacan two seven eight thirty seven fourteen
thousand

1740:25 TYSON brave zero one roger

1740:42 BRAVE01 brave one (unintelligible) capable i'm searching for the
target right now

1740:53 TYSON brave zero one roger maintain one two twelve thousand
advise intercept

1740:58 BRAVE01 brave one wilco
1741

1741:54 BRAVE01 wash center brave one has intercepted the target
(unintelligible) to block thirteen to fifteen thousand

1742:00 TYSON brave one roger altitude your discretion

1742:06 BRAVE01 brave one is tally the target

1742:10 TYSON brave one roger

1742:14 BRAVE01 single engine prop airplane
1743
1744

1744:04 BRAVE02 november niner three zero romeo hotel brave two on guard

1744:24 BRAVE02 transmitted on twenty six did you hear that

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1744:46 BRAVE02 november niner three zero romeo hotel brave two on guard
1745

1745:21 BRAVE02 cirrus november niner three zero romeo hotel brave two on
guard
1746

1746:31 BRAVE02 november niner three zero romeo hotel brave two on guard
1747
1748

1748:30 BRAVE02 cirrus november niner three zero romeo hotel brave two on
guard
1749
1750

1750:40 BRAVE01 brave two (unintelligible) three mile trail off of brave
one

1750:51 BRAVE01 wash center brave one has been directed to shadow this t o
i trailing (unintelligible) at twelve thousand nine
hundred feet at approximately one one zero and off the d
c a tacan two two zero eighteen
1752

1752:08 TYSON prebrief check list is complete boards are up to date
weather has not been a factor for you equipment's on the
board you're uh south and south (unintelligible)

1752:18 BRAVE02 cirrus niner three zero romeo hotel brave two on guard

1752:21 TYSON you're working an intercept right now they have
intercepted him they've been told to uh circle this
aircraft they're just circling him right now they've
tried him on guard a bunch of times they are talking to
you on your frequency brave zero one okay brave zero two
he uh november nine three zero started up here nordo at
thirteen direct manassas that's his flight plan okay and
he's still going that way he overflew manassas and he's
going this way andrew's working some your coordination
stuff he called up calvert to say you might be getting
this guy at some point okay uhm d c a is stopped for you
departures okay they might be rolling some of your krants
here soon

1752:58 BRAVE02 cirrus november niner three zero romeo hotel brave two on
guard
1753
(1754-1755)
1756

1756:23 USPP u s park police with a request

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1756:26 DENHQ headquarters

1756:28 USPP yeah update on the nordo aircraft going into manasass

1756:32 DENHQ aircraft is past the airport fighters have reported that
the aircraft or pilot appears to slumped over the
controls aircraft is continuing outbound about seven
miles he will be exiting the s f r a

1756:41 USPP park police copies thank you

1756:57 EADS and headquarters capital watch this is eastern

1756:59 DENHQ headquarters

1757:00 EADS reports we're getting from the fighters is that the pilot
is awake but they're trying to decide figure out if he's
able to acknowledge their presence

1757:08 DENHQ yes sir we are on the red switch and we've heard all that
sir

1757:11 EADS copy
1758
(1759-1802)
1803

End of Transcript



Federal Aviation Administration

Memorandum

Date: September 15, 2014

To: Aircraft Accident File ZOB-ARTCC-0309

From: Potomac Consolidated Terminal Radar Approach Control Facility

Subject: INFORMATION: Partial Transcript
Aircraft Accident, N930RH
Wallops Island, VA, August 30, 2014

This transcription covers the Potomac Consolidated Terminal Radar Approach Control Facility (TRACON) LURAY AR position for the time period from August 30, 2014, 1713 UTC, to August 30, 2014, 1730 UTC.

Agencies Making Transmissions	Abbreviations
Washington Air Route Traffic Control Center	ZDC
LURAY, Potomac Consolidated TRACON	LURAY

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving N930RH.

[REDACTED]

Michelle A Crain
Quality Control Staff Specialist
Potomac Consolidated TRACON

1713
(1714-1717)

1718
1718:05 ZDC luray blue ridge eight eight or uh forty two

1718:10 LURAY luray

1718:11 ZDC hey you got information on nine three zero romeo hotel

1718:15 LURAY uh i do not

1718:17 ZDC alright he is a cirrus s r twenty two he's at thirteen thousand feet going to manassas currently nordo we think

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he's hypoxic and he's not responding to anybody

1718:25 LURAY oh geez give me that call sign again

1718:27 ZDC sure it's november niner three zero romeo hotel

1718:31 LURAY romeo hotel okay

1718:33 ZDC he he's five miles north of that united i'm flashing at
you

1718:35 LURAY alright i don't see him yet let me slew out a little more
okay i see him and i'll take him and watch him

1718:41 ZDC okay

1718:42 LURAY alright p 1

1719

(1720-1722)

1723

1723:13 LURAY november nine three zero romeo hotel potomac

1724

1724:09 ZDC luray blue ridge forty two

1724:14 LURAY luray

1724:15 ZDC uh i haven't had any joy on this nine three zero romeo
hotel the air force has been trying him on guard and i
got these next two nationals stopped at fourteen

1724:22 LURAY approved

1724:23 ZDC a 1

1724:23 LURAY p 1

1725

(1726-1729)

1730

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End of Transcript



Federal Aviation Administration

Memorandum

Date: September 15, 2014

To: Aircraft Accident File ZOB-ARTCC-0309

From: Potomac Consolidated Terminal Radar Approach Control Facility

Subject: INFORMATION: Partial Transcript
Aircraft Accident, N930RH
Wallops Island, VA, August 30, 2014

This transcription covers the Potomac Consolidated Terminal Radar Approach Control Facility (TRACON) TYSON DR position for the time period from August 30, 2014, 1726 UTC, to August 30, 2014, 1806 UTC.

Agencies Making Transmissions	Abbreviations
TYSON, Potomac Consolidated TRACON	TYSON
Ronald Reagan Washington National Airport Traffic Control Tower	DCA
Andrews Air Traffic Control Tower	ADW
F-16 Fighting Falcon, United States Air Force	BRAVE01
F-16 Fighting Falcon, United States Air Force	BRAVE02

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving N930RH.

Michelle A Crain

Michelle A Crain
Quality Control Staff Specialist
Potomac Consolidated TRACON

1726
(1727-1730)

1731
1731:14 TYSON a l c

1731:14 DCA go ahead

1731:15 TYSON stop all your departures

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1731:17 DCA stop all departures we got one rolling

1731:18 TYSON okay

1731:35 TYSON tower

1731:37 TYSON we've got a nordo inbound for manassas that's the reason
it might be awhile

1731:39 DCA alright sierra mike
1732
(1733-1734)
1735

1735:35 ADW tyson andrews request release opposite direction active
scramble

1735:39 TYSON this is tyson you're released

1735:40 ADW yes uh braves two and they're at two seven zero and climb
to five thousand delta (unintelligible)

1735:46 TYSON brave zero one flight of two released

1735:49 ADW delta (unintelligible)

1735:50 TYSON y y
1736
1737

1737:05 BRAVE01 potomac brave one and two airborne passing one thousand
for five thousand left two seven zero

1737:10 TYSON brave one and flight potomac departure check transponder
on squawk five zero six two

1737:15 BRAVE01 brave one squawking five zero six two with the flash
passing fifteen hundred for five thousand heading two
seven zero

1737:20 TYSON brave zero one radar contact climb and maintain one two twelve thousand

1737:26 BRAVE01 leaving two thousand for one two thousand brave one
1738

1738:17 TYSON brave zero one ensure your trail element is squawking four thousand

1738:24 BRAVE01 brave one affirm

1738:35 TYSON brave zero one flight maintain one two twelve thousand navigation at your discretion

1738:47 TYSON brave zero one flight maintain one two twelve thousand navigation at your discretion

1738:52 BRAVE01 brave one climbing out of nine to twelve uh we're right to a heading of two eight two uh track of interest is forty miles on our nose at thirteen thousand feet
1739

1739:01 TYSON brave zero one roger

1739:18 BRAVE01 brave one is eye ball capable

1739:24 TYSON brave one roger advise t o i intercept

1739:31 BRAVE01 brave one wilco
1740

1740:18 BRAVE01 washington center brave one radar contact with t o i off the d c a tacan two seven eight thirty seven fourteen thousand

1740:25 TYSON brave zero one roger

1740:42 BRAVE01 brave one (unintelligible) capable i'm searching for the target right now

1740:53 TYSON brave zero one roger maintain one two twelve thousand advise intercept

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1740:58 BRAVE01 brave one wilco
1741

1741:54 BRAVE01 wash center brave one has intercepted the target
(unintelligible) to block thirteen to fifteen thousand

1742:00 TYSON brave one roger altitude your discretion

1742:06 BRAVE01 brave one is tally the target

1742:10 TYSON brave one roger

1742:14 BRAVE01 single engine prop airplane
1743
1744

1744:04 BRAVE02 november niner three zero romeo hotel brave two on guard

1744:24 BRAVE02 transmitted on twenty six did you hear that

1744:46 BRAVE02 november niner three zero romeo hotel brave two on guard
1745

1745:21 BRAVE02 cirrus november niner three zero romeo hotel brave two on
guard
1746

1746:31 BRAVE02 november niner three zero romeo hotel brave two on guard
1747
1748

1748:30 BRAVE02 cirrus november niner three zero romeo hotel brave two on
guard
1749
1750

1750:40 BRAVE01 brave two (unintelligible) three mile trail off of brave
one

1750:51 BRAVE01 wash center brave one has been directed to shadow this t o
i trailing (unintelligible) at twelve thousand nine
hundred feet at approximately one one zero and off the d
c a tacan two two zero eighteen
1752

1752:08 TYSON prebrief check list is complete boards are up to date
weather has not been a factor for you equipment's on the
board you're uh south and south (unintelligible)

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1752:18 BRAVE02 cirrus niner three zero romeo hotel brave two on guard

1752:21 TYSON you're working an intercept right now they have intercepted him they've been told to uh circle this aircraft they're just circling him right now they've tried him on guard a bunch of times they are talking to you on your frequency brave zero one okay brave zero two he uh november nine three zero started up here nordo at thirteen direct manassas that's his flight plan okay and he's still going that way he overflew manassas and he's going this way andrew's working some your coordination stuff he called up calvert to say you might be getting this guy at some point okay uhm d c a is stopped for you departures okay they might be rolling some of your krants here soon

1752:58 BRAVE02 cirrus november niner three zero romeo hotel brave two on guard

1752:58 TYSON (unintelligible) east of the track the whole time so that's all you got as far as traffic again calvert's anticipating at some point maybe picking him up i'm not sure yet alright uh uhm but you're only talking to brave one flight of two and that's it man and i have it man thank you yankee bravo

1753:22 TYSON i have the position yankee bravo
1754
(1755-1757)
1758

1758:03 TYSON brave zero one contact washington center two eight one point four two eight one point four for brave one

1758:09 BRAVE01 brave one and two push by two eight one point four thank you

1758:52 BRAVE02 november niner three zero romeo hotel if you hear this transmission contact washington center one three three point niner

1759
1800

1800:15 BRAVE02 cirrus niner three zero romeo hotel brave zero two on guard

1801

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(1802-1805)
1806

End of Transcript
